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SUBJECT Bottleneck in Lubricating Oils with the Railroad System of the DDR

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1. A report on the number of railroad cars with hotboxes must be submitted daily to the Soviet Transport Authorities. About 30 to 35 cars needing repair of this kind arrive in Seddin (N 53/Z 52) each month, but only about 20 of them are reported. The inferior quality or lack of lubricating oils is responsible for the large numbers of cars with hot boxes. Not all the damages to be repaired are reported for fear of punishment for sabotage. *

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* Comment. It is known that there is a shortage of lubricating oils and grease in the Soviet Zone of Germany, particularly of machine-oil distillates over 4.5 E, and of compressor, cutting, drilling, superheated and saturated-steam cylinder oils. In an effort to overcome this shortage the Soviet Zone of Germany imports cutting oils, drilling oils, saturated-steam cylinder oils and automobile oils from Hungary; turbine and motor-engine oils from the U.S.S.R. and transformer and cutting oils from Great Britain, via the Netherlands. According to the production plan the output of lubricating oils in the Soviet Germany was as follows in 1949:

SAG production	24,000 t
VEB production	37,180 t
Production of private firms	2,920 t
Total:	64,100 t

Included in the SAG Plants were the following:

SAG Maslo in Troeglitze-Zeitz (M 52/K 08) which produced about 18,000 tons of spindle oil and machine-oil distillates in 1949

SAG Caouchouc in Schkopau (M 52/D 91) which produced about 6,000 tons of motor oils

Among the VEB Plants were the following:

VVB(Z) Mineral Oil Plant in Luetzkendorf (M 52/D 30) plant No 22/338/1000

Production: about 32,000 tons

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spindle oil, distillates and raffinates 3.5 E/200° C to 2.5 E/50° C
 machine oils, distillates and raffinates 4.5 to 6.5 E/50° C
 motor oils, summer and winter qualities 10° to 15° E/50° C
 gear oils 10 to 18° E/50° C
 compressor oils 10 to 15° E/50° C
 high-pressure gear oil 3 to 4.5° E for summer and 2 to 3.5° E for winter qualities
 superheated-steam cylinder oil 4 to 6° E/100° C
 turbine oil 4 to 6° E/50° C
 axle oil summer and winter qualities about 9° E/50° C
 dark oils of 7° E/50° C
 hot-rolling journal oil 7.5 to 8.5° E/100° C
 transformer machine oil
 cable insulating oil 37° E/100° C
 cable coating oil.

VVB (Z) Mineral Oil Works in Klaffenbach (N 51/K 65)
 plant No 22/375/1002

Production: about 2,000 tons including:

derivatives from used, tapped and crude oils, such as pharmaceutical and technical white oil of a viscosity of 2.6° E/50° C with a flash-point of 180° C and a settling point of 1/2° 9° C

high-pressure gear oil of a viscosity of 3° E/100° C with a flash point of 240° C with admixtures

hyphoid oil of a viscosity of 6° E/100° C, with a flash point of 270° C with admixtures.

VVB (Z) Mineral Oil Works in Herrenleite (N 51/F 38)
 plant No 22/329/1001

Production: about 1,500 tons including:

spindle oil distillates 2.6° E/20° C
 compressor oil ISO, 10 to 15° E/50° C
 motor oil ISO 8 to 15° E/50° C
 motor saturated-steam cylinder oil ISO
 basic oils.

VVB (L) German Gasoline in Meite (N 53/Y 33)
 plant No 22/304/0100

Production: about 500 tons of lubricating oils

VVB(Z) Mineral Oil Works in Mittelbach (N 51/K 55)
 plant No 22/375/1001

Production: about 500 tons of motor oil from used oil.

VVB(Z) Mineral Oil Works in Nordhausen (N 52/D 12)
 plant No 22/276/0100

Production: about 500 tons of motor oil from used oil.

Private Plants included the Hans Joachim Kettilitz Mineral Oil Refinery, plant No 22/378/4001 in Freital (N 52/F 18), which, together with other private firms produced a total of 3,000 tons of lubricating oils, including saturated-steam cylinder oils and compressor oils.

As shown above, axle oils for the German railroad were produced only in Luetzkendorf. This accounts for the shortcomings in the supply of lubricating oils for the DDR railroad. Such shortcomings must develop when, as recently reported, the Luetzkendorf lubricating oil plant is insufficiently supplied with crude oil from Zistersdorf.

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